



## Mails.



STEAM FOR  
STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship **ROHILLA**, Captain W.  
J. NAYLOR, carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, (connecting at Bombay with  
S.S. **HIMALAYA**, which Vessel takes  
on her Cargo for LONDON, via SUEZ  
CANAL, leaving that port on the 4th  
NOVEMBER, 1893), on THURSDAY, the  
12th October, at Noon, taking Passengers  
and Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing.  
The contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, September 28, 1893. 1635

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOADING.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 10th day of October,  
1893, at 3 p.m., the Company's  
S.S. **PREUSSEN**, Captain D. HOGEMANN,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at Naples and Genoa.

Shipping Orders will be granted till  
Noon on Saturday, the 14th October,  
Cargo and Space will be received on  
board until Noon on Monday, the 16th  
Oct., and Parcels will be received at the  
Agency's Office until Noon on SUNDAY,  
the 15th Oct. Contents of Packages are  
required. No Parcel Receipts will be  
signed at less than \$2, and Parcels should  
not exceed Two Feet Cubic in measure-  
ment.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Lines can be washed on board.  
For further Particulars, apply to  
MELOCHERS & Co.,  
Agents.

Hongkong, September 22, 1893. 1630

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX.  
ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th October,  
1893, at Noon, the Company's  
S.S. **OCEANIE**, Commandant SCHWARTZ,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Space will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m. on  
the 17th October, 1893. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further Particulars, apply at the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, October 4, 1893. 1717

## FORE SALE.

CHINESE SCHOOL BOOKS.  
SAM-TSE-KING,  
TS'IN-TSE-MAN,  
LITERALLY TRANSLATED AND EXPLAINED  
BY  
DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.  
CHINA MAIL OFFICE,  
Hongkong, May 17, 1893. 905

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.  
(SUBJECT TO ALTERATION.)

Mogul	Thursday	Oct. 19.
Victoria	Thursday	Nov. 9.
Tacoma	Tuesday	Dec. 19.
Mogul	Tuesday	Jan. 2/94.
Victoria	Tuesday	Jan. 23/94.

THE Steamship **MOGUL**, Captain  
GOSWAMI, sailing at Noon, on  
THURSDAY, the 19th October, will pro-  
ceed to VICTORIA, B.C., and TACOMA  
and SHANGHAI, KOBE and YOKO-  
HAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canada and  
United States Ports.

Consular Invoices of Goods for United  
States Ports should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of The Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with  
address marked in full by 5 p.m., on the day  
previous to sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, September 28, 1893. 1686

## Intimations.

PRIVATE BOARD AND RESIDENCE  
FOR LADIES AND GENTLEMEN. Special  
attention to Ladies' comfort. Accommodation  
for Table Boarders. Continental Cuisine.

Mrs. MATHER,  
2 and 3 Prater's Hill.  
Hongkong, July 24, 1893. 1287

HONGKONG HOTEL COMPANY,  
LIMITED.

## NOTICE.

AFTER this date NO FULLY PAID-UP  
SHARES of this Company will be  
TRANSFERRED on which the Calls on the  
NEW SHARES standing in the same  
Name, remain unpaid.

By Order,  
R. LYALL,  
Secretary.

Hongkong, April 10, 1893. 671

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silver Smiths.

NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

TELEGRAPHIC CODES, CHARTS,  
RITCHIE'S LITIGATED AND OTHER CHARTS,  
ADMIRALTY & IMREY CHARTS,  
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware,  
Chronometers & Co. Watches, PLATE WARE,  
GOLD & SILVER JEWELLERY  
in great variety.

DIAMONDS  
AND  
A Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices. 743

## PORTLAND CEMENT.

MANUFACTURED  
BY  
THE ONODA CEMENT CO.

AND  
THE NIPPON CEMENT CO.

THE Undersigned are now prepared to  
EXECUTE ORDERS  
AT MODERATE PRICES.

AGENTS,  
MITSUI BROS. KAISHA,  
Sole Agents.

Hongkong, September 13, 1893. 1699

## THOMAS'S GRILL ROOM.

THE Undersigned has always thought  
that such a place as this—first-class in  
every detail—was the one thing needed  
to be in between Hotel, Cafe and the  
PRIVATE BOARDING-HOUSE. Visitors may  
have their Choice of Grilled CHOPS or  
STEAKS at any hour of the Day or  
Evening, up to 11 o'clock, or later if notified  
in advance. Prepared to Supply MEALS  
PRIVATE PARTIES for Month or Order, they  
sending Dishes, &c., for same and Cash.

For monthly Board, \$35 per month.  
Tiffin .. .. \$16 per month.  
Breakfast .. .. \$0.50  
Dinner .. .. 0.75  
Dinner .. .. 1.00

Special TIFINS and DINNERS can  
be arranged for at Short Notice.

W. THOMAS,  
Proprietor.

Hongkong, May 1, 1893. 812

## To-day's Advertisements.

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY,  
UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.  
The Co.'s Steamship  
Maria Valeria, Capt. G. COSTANTO, will  
leave for the above places  
on the 14th instant, at Noon.

For Freight or Passage, apply to  
C. ZANELLA,  
Agent.

Hongkong, October 7, 1893. 1736

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Co.'s Steamship  
Yuzuyuan, Capt. H. WANDERLOO, will  
be despatched as above  
on TUESDAY, the 10th inst., at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, October 7, 1893. 1739

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
The Co.'s Steamship  
Chidra, Capt. R. CASE, will be  
despatched as above on  
WEDNESDAY, the 13th inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, October 7, 1893. 1740

## To-day's Advertisements.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND OF SEVEN DOLLARS  
per Share for the year 1893 will be  
PAYABLE on MONDAY, the 9th instant.  
WARRANTS may be had on application  
at the Office of the Society on and after  
that date.

By Order of the Board,  
N. J. EDE,  
Secretary.

Hongkong, October 7, 1893. 1742

THE JELEBU MINING AND TRADING  
COMPANY, LIMITED.

A DIVIDEND OF 5% for the Half-year  
ended 12th August, 1893, having been  
declared COUPON No. 7 is PAYABLE at the  
CHARTERED BANK OF INDIA, AUSTRALIA  
& CHINA in Hongkong and Singapore, on  
and after TO-DAY as follows:—

Lot A for 50 Shares with \$12.50	
" B " 20 " " 5.00	
" C " 5 " " 1.25	

HUTTENBACH BROS. & Co.,  
General Agents.

Singapore, 7th October, 1893. 1743

THE NEW ORIENTAL BANK  
CORPORATION, LIMITED  
(IN LIQUIDATION).

NOTICE  
THE LIQUIDATION at this Branch  
will in future be Conducted by THE  
CHARTERED BANK OF INDIA, AUSTRALIA  
& CHINA in Hongkong and Singapore, on  
and after TO-DAY as follows:—

By Order of the Liquidator,  
E. W. RUTTER,  
Attorney for the Liquidator.

Hongkong, October 7, 1893. 1745

## HONGKONG JOCKEY CLUB.

NOTICE.

THE Yearly General MEETING of  
MEMBERS will be held in the City  
Hall on SATURDAY, 21st October inst.,  
at 12 o'clock Noon.

By Order,  
T. F. HUGH,  
Clerk of the Course.

Hongkong, October 7, 1893. 1746

## PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to Sell by Public Auction, on  
TUESDAY,  
the 10th October, 1893, at 12 o'clock Noon,  
at the NEW ORIENTAL BANK CORPORATION  
LIMITED OFFICE (In Liquidation),—  
THE OFFICE FURNITURE, &c.,  
comprising:—  
OFFICE DESKS, WRITING TABLES, PHONO-  
GRAPHS, STATIONERY PRESS, COFFIN  
FRAMES, TABLE CHAIRS, &c.  
GARDENERS AND GRASS BRACKETS.  
ONE PATENT SPRING DOOR WITH PLATE-  
GLASS.  
FIVE CHAIRS' IRON SAFES, ASSORTED  
MISCELLANEOUS.

TERMS OF SALE.—As customary.  
J. M. ARMSTRONG,  
Auctioneer.

Hongkong, October 7, 1893. 1744

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).  
(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, TIENTSIN,  
NEWCHOW, HANKOW and  
Ports on the YANGTZE.)  
The Co.'s Steamship  
Taising, Capt. THOMPSON, will be  
despatched as above on  
MONDAY, the 9th instant, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, October 7, 1893. 1738

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, TIENTSIN,  
NEWCHOW, HANKOW and  
Ports on the YANGTZE.)  
The Co.'s Steamship  
Prim, Capt. THOMPSON, will be  
despatched as above on  
TUESDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, October 7, 1893. 1701

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
The Co.'s Steamship  
Formosa, Capt. HALL, will be  
despatched for the above  
Ports on TUESDAY, the 10th instant, at  
Noon.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, October 7, 1893. 1737

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Co.'s Steamship  
Yuzuyuan, Capt. H. WANDERLOO, will  
be despatched as above  
on TUESDAY, the 10th inst., at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, October 7, 1893. 1739

## FOR SHANGHAI.

The Steamship  
Lyonnais, Capt. G. HEUBERT, will be  
despatched for the  
above Port on WEDNESDAY, the 11th  
instant, at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & Co.,  
General Agents.

Hongkong, October 7, 1893. 1741

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call	Prussen (s).	Norddeutscher Lloyd.	Oct. 16, at 3 p.m.
Hamburg and London	Elux (s).	"	About October 6.
Japan	Yuzuna (s).	P. & O. S. N. Co.	Oct. 13, at noon.
London, v. Ports of Call	Oranfa (s).	Arnold, Harbey & Co.	About October 9.
London	Rohilla (s).	P. & O. S. N. Co.	Oct. 12, at noon.
London	Shanghai (s).	P. & O. S. N. Co.	About October 10.
London	Jara (s).	P. & O. S. N. Co.	About October 24.
London	Donaghadee (s).	P. & O. S. N. Co.	About Nov. 6.
Manila, via Amoy	Yuenkang (s).	Jardine, Matheson & Co.	Oct. 10, at 4 p.m.
Manila, v. Saigon	Oceanic (s).	Shearman & Co.	Oct. 18, at noon.
New York	John R. Kelly	"	Quick despatch.
San Francisco, v. Japan	China (s).	Pacific Mail S. S. Co.	Oct. 17, at 1 p.m.
San Francisco, v. Japan	Balgio (s).	P. & O. S. N. Co.	Oct. 26, at 1 p.m.
Shanghai	Taising (s).	Jardine, Matheson & Co.	Oct. 9, at 4 p.m.
Shanghai	Lyonnais (s).	P. & O. S. N. Co.	About October 23.
Shanghai & Kobe	Maria Valeria (s).	Aust.-Lloyd's S. N. Co.	Oct. 14, at noon.
Shanghai, via Amoy	Prim (s).	Butterfield & Swire.	Oct. 10, daylight.
Singapore, Penang & Calcutta	Gary (s).	Jardine, Matheson & Co.	Oct. 11, at noon.
Singapore, Penang & Calcutta	Chidra (s).	Jardine, Matheson & Co.	Oct. 18, at noon.
Singapore, Penang & Calcutta	Laung (s).	Siemens & Co.	Oct. 13, at 4 p.m.
Swatow, Amoy & Fuzhou	Haitan (s).	Douglas Larraik & Co.	Oct. 8, daylight.
Swatow, Amoy & Fuzhou	Formosa (s).	Douglas Larraik & Co.	Oct. 10, at noon.
Yokohama & Kobe	Nichol (s).	Siemens & Co.	Oct. 9, at 4 p.m.

## To-day's Advertisements.

In the POLICE COURT of VIC-  
TORIA, in the Colony of Hong-  
kong, (Under the "Mortgage  
and Sale Ordinance, 1893.")  
WHEREAS on the 23rd day of August,  
512 BOXES of Tea bearing a Trade Des-  
cription purporting to be the Trade Des-  
cription of the YUM SUI TEA Firm of  
Houam, Canton, were seized under  
Warrant on the Premises of the ORU TIN  
LAIN Firm of No. 78, PRAYA WEST, and are  
now in the custody of this Court.

AND WHEREAS the said Trade Des-  
cription has been held by the SHERIFF  
COURT of this Colony to be a false Trade  
Description within the meaning of Ordinance  
15 of 1893, and the said 512 Boxes of  
Tea would, if the Owner thereof had been  
convicted under Section 2 of Ordinance 15  
of 1893, be liable to forfeiture under the  
said Ordinance:

AND WHEREAS an Information has  
now been laid before me for the purpose of  
enforcing such forfeiture under Section  
XI Sub-section 3 of the said Ordinance:

I HEREBY GIVE NOTICE that unless  
the Owner or some person on his behalf,  
or other person interested in, the said 512  
Boxes of Tea show cause to the contrary  
before 11 a.m. on the 22nd day of October,  
1893, I will order the said Tea to be for-  
feited and dealt with according to Law.

Wm. C. H. HASTINGS,  
Acting Police Magistrate.

MAGISTRACY,  
Hongkong, 7th October, 1893. 1735

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—  
CENTINIA, American ship, Capt. R. J.  
Colcord.—Order.

FARNE SHOLFIELD, Amer. barque, Capt.  
W. E. Sherman.—Master.

## VICTORIA DISPENSARY.

WATER.—The Water used is absolutely  
pure. Steam Plant of the latest  
and most powerful type. Super-  
vision.—The whole process of manu-  
facture is under the continuous  
supervision of a qualified English  
Chemist.

THE PRODUCT.—Will bear compar-  
ison with the Waters made by the most  
noted makers in England.

Dakin, Cruickshank &  
Company, Ltd.

## VICTORIA DISPENSARY.

## SHIPPING.

ARRIVALS.  
October 6:—  
Ask. Danish steamer, 692, Ravaback,  
Bainbridge September 30, and Hothow Oct.  
6, General.—A. R. MARY.

October 7:—  
Taising, British steamer, from Canton.  
Suntow German steamer, from Canton.  
Prim, British steamer, 1893, J. S.  
Thompson, Liverpool August 28, and Sin-  
gapore September 30, General.—BUTTER-  
FIELD & SWIRE.

Phra Chula Chom Klao, British steamer,  
1,012, J. A. Morris, Bangkok Sept. 29,  
and Koh Si-shang 30, General.—YUSEF FAR-  
HOO.

Sookook, British steamer, 939, Martin,  
Singapore October 3, Kise.—BUTTERFIELD  
& SWIRE.

Toumou, Chinese steamer, 938, J. P.  
Lowe, Chikiang Oct. 3, Rioo and Boana.—  
C. M. S. N. Co.

Jacob Dierickson, German steamer, 623,  
Hundewald, 10th October 1, Sugar.—  
CARLOWITZ & Co.

Lyonnais, for Canton.  
Riverdale, for Hongkong.  
Protos, for Hongkong.  
Taising, for Sydney.

Taising, for Shanghai.  
Taising, for Penang and Sydney.  
Taising, for Shanghai.  
Taising, for Shanghai.

ARRIVALS.  
October 6:—  
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and Koh Si-shang 30, General.—YUSEF FAR-  
HOO.

Sookook, British steamer, 939, Martin,  
Singapore October 3, Kise.—BUTTERFIELD  
& SWIRE.

the  
rica's

VISITORS AT HOTELS.  
HONGKONG HOTEL.

Mr W. Hardest	Mr C. Mattil
Mr L. Baudent	Mr T. Mitchell
Mr F. J. Bishop	Mr F. von Pfor
Mr W. W. Buchana	Mr F. W. Philib
Miss Buchanan	Mr Pognion
Mr J. Cheetham	Mr F. E. Stearn
Mr L. Juddell	Mr M. J. D. Stea
Mr J. Kinghorn	Capt. and Mrs
Mr J. Kirkwood	ham and child
Mr O. Lax	Mr H. A. S. Th

Mr. R. J. Lucell  
Capt. and Mrs.  
Mr. J. Kinghorn  
ham and child  
Mr J. Kirkwood  
Mr H. A. S. T  
Mr O. Levy  
son  
Mr J. J. Lucas  
Capt. Young  
Mr R. Lyall

Mr John Andrew	Madam Imbault
Mr S. S. Benjamin	governors &
Mr H. E. Boxhall	Mr Jack
Commodore Boyes	Mr & Mrs J. K. Ke
Mr Hart Buck	Mr MacConachi
Dr and Mrs Cantlie	Mr MacRae
Mr and Mrs C. G.	Mr H. F. Meyer
Cohen	Mrs Van Nierop
Mr Cook	Mrs Van

Mr J. B. Goughtrie Mr von Puttman  
Mr A. H. Euston Mr W. Slade  
Mr J. H. Coughton Mr W. Glower  
Mr J. H. Coughton Mr W. Glower  
Mr and Mrs E. A. Smith, Jun.  
Howett Mr H. E. Toms

VICTORIA HOTEL.

Col. Wm. L. Bare Mr D. McIntosh  
Mrs Farmer Professor G. M. Tate  
Mr Guerin Mrs Mottet and  
Mr G. Harman Mr D. Smith  
Mr G. J. W. Harman Mr D. Smith  
Capt. Hildebrandt Professor Max  
Mr P. Hermet Deloit  
Mr Alb. Laboe

PEARL HOTEL.

Mr R. Murray Adam Mr V. Kofod  
son Mr H. E. L.  
Mr G. E. Birt Mr Maclean  
Mr A. Cunningham Mr Medhurst  
Mr F. B. Deacon Mr W. Ramsey

ntel.	Mr A. B. Faber	Mr A. E. Sisco
ns 17	Mr S. Forsyth	Mr E. Toulmin
n of non-	Capt. and Mrs Hunt	Mr Geo. L. Tomlinson

  

WINEBRO HOTEL

Mc W. G. Allen	Mr R. B. Joyce
Mr J. C. Aldrich	Mrs J. H. Morton
Mr J. F. Boulton	Mr Belknap
Vice-Mr Geo Eckley	Mr E. S. Stevens
and Mrs P. Gavan-Cap.	C. H. Williams
53rd Regt.	
S. S. Gutentag	Mr R. L. Tomlinson
C. O. Hardisty	Mrs Welman
Mr Geo. Holmes	

  

CHINA COAST METEOROLOGICAL REGISTER.

October 6th.—AT 4 P.M.

Wind	Wind
------	------

	Harbour	Temperature	Humidity	Direction	Force	Weather
W.P. stock	30.38	57	—	SW	1	b
Tokio .....	30.3	—	—	N	20	—
Nagasaki .....	30.19	08	56	NE	5	c
Shanghai .....	30.16	71	71	—	—	—

Miss	Poonchow...	—	—	—	—	—	—	—
Mud.	Amoy.....	20.73	84	64	NNE	3	o	—
Miss	Anping .....	29.51	71	—	N	8	o	—
Mrs.	Swatow....	—	—	—	—	—	—	—
Mr.	Canton....	—	—	—	—	—	—	—
from	Hongkong	20.82	78	61	NNW	8	b	—
from	Vict. Peak	—	—	—	—	—	—	—
Mrs	Gap Rock	20.81	—	—	N	6	—	—
Mr	Macao.....	20.84	78	71	N	9	—	—

[illegible]

To	Bohane	23.96	79	79	se	1	c
To	Bohane	23.95	79	91	sw	1	c
om	Manila	23.75	—	—	—	2	oq
om	G.S. James	23.95	—	—	—	—	—

F. C. FROST,  
 First Assistant.  
 Hongkong Observatory, Oct. 7, 1883.

1. **HANDWEATHER**, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, sea and hundredths.  
 2. **TEMPERATURE**, in the shade, in Fahrenheit.  
 3. **HUMIDITY**, in percentage of saturation, humidity of air saturated with moisture.  
 4. **DIRECTION OF WIND**, to two points.  
 5. **FORCE OF WIND**, according to Beaufort Scale.  
 6. **STATE OF WEATHER**, by sun, sky, sea, clouds, &c., describing rain, fog, &c., giving height of clouds, in feet, and visibility, in fathoms, light breeze, or overcast; p.m. show equally, rain, snow, s. thunder, v. variable wind (vwt).  
 7. **RAIS**, in inches, tenths and hundredths.

HONGKONG REGISTER.

	Previous day	at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.82	29.82	29.76	29.76
Temperature	78	76	80	80
Humidity	61	61	58	58
Direction of Wind	NNW	NW	NNW	NNW
Force	3	2	2	2
Weather	b	c	c	c
Rain	—	—	—	—

Highest open air temperature on the day.....  
Lowest open air temperature on the day.....

F. G. FROD,  
First Assistant.  
Hongkong Observatory, Oct. 7, 1893.

### Temperature.

HONGKONG, October 7, 1893.  
*(Taken at Messrs Falconer & Co.'s  
Premises, Queen's Road.)*

BAROMETER—	8 A.M....	29.80
D.O.	1 P.M....	29.70
D.O.	4 P.M....	—
THERMOMETER—	3 A.M....	73°
D.O.	1 P.M....	69°
D.O.	4 P.M....	—
D.O.	(Wet bulb) 4 A.M. 75°	—
D.O.	D.O. 1 P.M.	78°
D.O.	D.O. 4 P.M.	—

Max. temp. ... ..  
Min. " " " "

Do. Minimum over night 74

## HENRY IRVING ON ACTING.

Henry Irving is in San Francisco, says the Chronicle. The actor has made himself the greatest living actor of the English-speaking world has come among us to show us something of that art which has charmed countless thousands of men and women. And one has but to see him to know the secret of the success which has made him famous. The personality which has colored his art is one of power. He is a man who would attract attention anywhere.

Above the medium height, dark, his long black hair just tinged with gray, a broad high forehead, keen, flashing black eyes and overhanging, almost bushy eyebrows, he is a man intense, sincere, and thoughtful. Now the sharply drawn lines of his face relax into a smile; again the thin lips are compressed, the brow is contracted and something which is said receives strange force and earnestness. It is the scholar and the actor, the man of thought and of action, who has revealed the full power of the stage and who has pictured it to the world.

Seldom is his face in repose. Upon it there is the constant play of emotion. His features add to the story of his words whatever the theme. And when he looks at the crowd of admirers, the man there is a thing of the staid. His voice is low and well modulated, and he talks unconsciously of power. Hardly for a moment is his body at rest. As he walks the Irving of "The Man of the World" is seen in his every movement.

The great head bent forward, the shoulders are raised, and there is a curious sidelong step forward. It may be habit, perhaps it is a reflex of the stage, but certainly it is strange. His face one would notice anywhere. The long mane-like hair, parted in the middle, lends to it a peculiar effect of massiveness. The heavy eyebrows, black as jet, give strange force to the striking features of the eyes. The thin lips and long nose give stern, shrewd purpose to a face intellectual and refined.

Here and there is the slightest suggestion of mannerism; of some seemingly nervous action. And when he comes to his graceful, but none can resist the fascination of a face and the charm of an individuality which has made Irving the first actor and one of the foremost scholars in the eyes of the world.

"The individuality of an actor," he said, "colors his art. The personality of an actor is not submerged in the character he creates or portrays. Essentially it must be so. Plays are fashioned for actors, made for men who can present them and put upon the stage to paint human nature as it is."

"It can be no other way. The personality of an actor must shine through the character in the play. It should not by any means overshadow the character, but upon the stage, but it must influence it. Take, if you wish, the greatest playright of them all, Shakespeare. When 'Hamlet' was written I conceive that the great dramatist had some of the leaders of the players of the day in his mind. Perhaps it was Burbage or Taylor, but it was some one who could act the part, who fitted its requirements at least to a degree, and could portray its phases of human nature under the conditions made."

Acting is an art, and to my mind the most beautiful art of them all. It appeals to more people, its influence is far more widespread and its scope is broader. Edited in its cause are all the others, painting, music and sculpture. It is the noblest of the arts. In its elements are the efforts of the musician and the painter, the genius of the man of letters and the individuality of the actor.

In a field so broad, in a purpose so exalted, should not the personality of the man who is to hold the mirror up to nature have its way? I know it should and it does.

"It is so in other arts. You will recognize at a glance the work of Rubens or of Rembrandt, you will recognize at once the paintings of Corot or Millet. You need not be told a composition by Beethoven, nor will you be slow to recognize the fire of Byron. The individuality of each shines through his work, permeating and coloring it with its own power and to exalt. The stage to-day is a temple devoted to the noblest of the arts. In its elements are the efforts of the musician and the painter, the genius of the man of letters and the individuality of the actor."

"Thus and again," he continued, "I have been asked which is my favorite part, my most original character. I have none. They are all on the same level to me. The actor has no part in the ethics of human nature. He portrays human life as he sees it, and as his vision is clear he sees it as it is. The conditions are given to him. Each play and each character presents a phase of human life and a different view of human nature. Human nature is a field of ever-changing changes, and when an actor assumes that phase of it included in a single character he takes upon himself a task of no small magnitude."

"Each character he gives his study and his thought. Each is as complete in his understanding as his culture and his training can make it. Each is of equal dignity and of equal moment, for each is the picture of a human soul under conditions which would make lives. How then can one character attract an actor more than another?"

"There may be in one elements which charm or exalt. There may be in another traits which the world may condemn, but ethics form no feature in an actor's province. It is not his part to judge of good or evil. He is the observer of human laws and actions. For me each character I portray possesses the same significance. Each night I play a life, in my dressing-room, to enter into the spirit of the creation of the playright."

"And again I say my spirit enters into every part I play. As I have said, in every art the individuality of the artist while not supreme is present. Look at Dickens. Can you see him in every character he ever created?"

and in that question my motive is unjustly interpreted. In a play, the scenery is as near as it may be to what it should be for the occasion.

"If we need a hovel we try and represent one on the stage. If a palace is to be pictured we try to make the illusion as complete as possible. Stage and stage realism are but parts in forming an effect which is the triumph of the modern stage. That these are details which should not be neglected is a truism. They should not be overshadowed greater elements and usurp the more potent functions of the stage is evident."

In Irving's repertoire there is a wide range of subjects. His field is not by any means restricted to the Shakespearean, and he tells why.

"There is quite as much human nature in the world now," he said, "as there ever was. Men's emotions are quite the same, and as the conditions change and modern life becomes vaster and more complex in its operations the field for the dramatist and the actor is widened and the possibilities greater for their genius. The modern drama should be encouraged."

"Even now there are signs of a marked improvement in the conditions for the actor. Success is now the standard and basis of work, and no one can tell the issue of an effort until success has come."

"Pursuing his own path is a venture and a gamble, and one can hardly be expected to risk the labor of months upon the verdict of a public which too often is governed and moved by caprice. Yet the age is not by any means barren. Browning Howard has done something, I think, worthy. Gay Cullen has given excellent promise and there are others who might mention."

"Tennyson would have become a great dramatist had he begun earlier. He was unfamiliar with the conventionalities of the stage. His plays were too long, and in their length they lost the dramatic force necessary to a stage presentation. It is one thing, you know, to write a play for the closet and quite another to prepare one for the public."

"Tennyson never learned the art of stage production. He was unfamiliar with its usage and its laws. He never learned them and his plays had to be adapted."

"It is well known that Irving adapted 'Becket' for his own purposes. The poet and the actor were close friends, and Irving told the circumstances under which he made the adaptation."

"Tennyson gave me the play to use as I thought it advisable," he said. "That was several years ago, and I read it carefully. On my trip to America I marked in it such passages as I thought would be useful for the purposes of a stage presentation. Again I read it, and when I had made my selection, choosing such elements as were of dramatic value and condensing the play into reasonable length, I returned it to him and asked him if he were willing that I would play it in that form. He agreed, but he never lived to see it presented."

The actor was in a magnificent mood and he told all about the play of the 'Tales of the Kings of the Round Table.' The poet suggested, I was told, that he would write it, and he gave Tennyson every book he possessed which might in any way bear upon the great subject."

"My hero," he said, "was Robin Hood, suggestive of a splendid field for romance and dramatic action. I thought he would make something similar to 'As You Like It' of the theme, but it was essentially and distinctively a lyric. It is a very beautiful creation, but it is lacking in dramatic fire. It was popular, but it was not a great play."

The actor's words revealed in him one of the most interesting moods. His thoughts of the great men in his own profession were of the greatest kindness. He spoke of both in terms which showed he admired the dead tragedian. "I played with him once," he said, "and none will say he was not a great actor." Another thought flashed through his mind and he added: "Will any one say that, in Booth's splendid portrayal of Hamlet, the great personality of Booth was not there?"

WAS IT A GHOST THEY SAW?

Mrs. R. H. Jennings lives at No. 211, Main Street, San Francisco, and Miss Jennings boards with her. The house is an old one, but in good order. One night early in December 1893 the two women locked all the doors and went to the theatre, leaving not a soul in the house. They went to the theatre, however, in the front parlor. At about half-past eleven they returned, and entered the house laughing and talking. But as they went into the parlor the middle of the room stood a dark man of gigantic stature. The upper part of his face was concealed by a mask, his eyes gleaming through the eyeholes in it. His shirt-sleeves were rolled up, and in one hand he carried a long, old-fashioned pistol. The women fled screaming from the room, and when Mrs. Jennings came in five minutes later he found no one in the parlor and all the doors and windows securely locked. What was it the women saw?

"During a recent period of ill health," writes an American friend, "I had slept badly for many successive nights. On the fourth of these nights about two o'clock, I was suddenly aroused from a doze by what seemed like the calling of my name, and at the foot of the bed stood the image of a man, just as I had seen him in the past, before he was leaving home to go on a journey, on which journey he was killed in a railway disaster. I screamed and fainted. I was foolish enough to tell of it, and the local women gossip said it was a common one, and I would never get well. Yet I did, and am in perfect health now. I believe that vision came of my weak nerves, for I never saw it since, and it's more than three years ago now."

It doesn't it was the nerves. Why, there's no end to the tricks the nerves will play off on you when you sleep out of condition. In March, 1890, it was that Mrs. Jane Foster, of Arsenal Road, Polesden, wrote to me as follows: "I was so dreadfully nervous I could not bear anyone in the room with me, yet I did not wish them far away in case I should call out for help. This was in June, 1890. I slept very badly, and in the morning felt little the better for having gone to bed. There was often a severe pain in my head and over my eyes, and I was sick most of the time. My skin was dry and yellow, and the stomach and bowels felt cold and dead. By-and-by I had to lie helpless in bed. The doctor said he didn't know what my complaint was. I took nothing but liquid food, and could not retain even that on my stomach. By this time I was nothing but skin and bone. My memory completely failed. My head ached so dreadfully I thought I should lose my senses, and my friends agreed that I would never get better."

"I had given up all hope, when one day Mrs. West, of Bournemouth, called and asked what I was taking. She told me she was herself once just as badly off, and was cured by Mother Scott's Emulsion. She also showed me a bottle of it, and I took a few drops in this medicine. I tried it, and in three days I was able to walk across the room, and by the end of the week I went downstairs. Now I am as well as ever. I can eat and digest my food, and all my nervousness has left me."

## Mails.

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PHOTOGRAPHED SAILINGS FROM HONGKONG.  
Cebu (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Oct. 17, at 1 p.m.  
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama)..... SATURDAY, Nov. 4, at 1 p.m.  
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama)..... THURSDAY, Nov. 23, at 1 p.m.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 17th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Europe. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Gulf Ports of the United States, to Europe, and to the principal cities of the United States and Europe, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcel Postage must be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road CENTRAL, HONGKONG, October 6, 1893. 1734

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PHOTOGRAPHED SAILINGS FROM HONGKONG.  
Kobe, Inland Sea, Yokohama)..... TUESDAY, Oct. 26, at 1 p.m.  
Cebu (via Nagasaki, Kobe, Inland Sea, Yokohama)..... TUESDAY, Nov. 14, at 1 p.m.  
Cebu (via Nagasaki, Kobe, Inland Sea, Yokohama)..... TUESDAY, Dec. 5, at 1 p.m.

THE Steamship BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 20th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

## Intimations.

## THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

## LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

10.—Aberdeen Paper Mills Office, Wing Lok Street.  
10A.—Aberdeen Paper Mills.  
25.—Aberdeen Dock.  
41.—Anderson, G. C., Capt. Praya East.  
21.—Do. do. Praya Central.  
8.—Arnold, Kargberg & Co., do.  
13.—Bay View Hotel.  
65.—Blackhead, F., Residence.  
68.—E. Blackhead & Co., Praya Central.  
82.—Dr. J. Bell, Residence, Praya Central.  
18.—Butterfield & Swire, Shipping Office.  
38.—Do. do. Refinery Office.  
39A.—Do. do. do. Quarry Bay.  
39.—Do. do. Peak, Residence.  
43.—Canadian Pacific Railway Co.  
3.—Canlie, Dr. J., Mount Kellat.  
15.—Central Police Station.  
22.—China Mail Office.  
71.—China Sugar Refinery, Town Office.  
72.—Do. do. Refinery Office.  
75.—Comptroller, Lavis, Wegner & Co.  
80.—Government Civil Hospital.  
60.—David, S. J. & Co., Queen's Road.  
73.—Do. do. Residence.  
12.—Daily Press Office.  
17.—Douglas Lapraik & Co., Praya Central.  
14.—Doddrell, Cartliff & Co., Praya Central.  
14.—E. & A. China Telegraph Co., Ltd.  
47.—Gar Company, Ltd., West Point.  
48.—Do. do. East Point.  
31.—Gibb, Livingstone & Co., Duddell St.  
7.—Gordon's Company, Kowloon.  
4.—Government Hospital.  
14.—Great Northern Telegraph Co.  
1.—Hongkong Telegraph Office.  
1.—Dr. Cantillo.  
2.—Dr. Cowie.  
9.—Hongkong & Shanghai Banking Corporation.  
11.—Hongkong Club.  
20.—Hongkong & Whampoa Dock Co., Ltd., Praya Central.  
27.—Holliday, W. Stuart, Praya Central.  
28.—Holliday, Chas., Residence.  
32.—Hongkong Hotel (Public Telephone).  
58.—Hongkong Electric Co., Ltd., Queen's Road East.  
67.—Hughes, E. J., Residence.  
61.—J. D. Humphreys & Co., Praya Central.  
61.—Hongkong & Kowloon Wharf & Godown Co., Ltd., Praya Central.  
77.—Ho Tung, Praya Central.  
32.—Do. do. Bonham Strand.  
33.—Do. do. Refinery Office.  
33.—Hongkong & Kowloon Wharf & Godown Co., Ltd., West Point.  
5.—Imports & Export Office, Praya West.  
32.—Jordan, Dr. G. P., Praya Central.  
43.—Do. do. Residence.  
43.—Kramer, H. E., Residence.  
21.—Kroner, J., Residence.  
21.—Kroner, J. Godown.  
64.—Kennedy, J., Horse Repository.  
64.—Do. do. Stables, Causeway Bay.  
4.—Lapraik, J. D., Residence.  
8.—Harrison, W. Stuart, Residence.  
5.—Mount Austin Hotel.  
5.—Nam Woo & Co.  
45.—Opium Farmer, Han Foot.  
3A.—Peak Hospital.  
29.—Peak Hotel.  
19.—P. & O. S. N. Co., Praya Central.  
69.—P. & O. S. N. Co., Mountain View.  
51.—Pfordten, F. von der, Residence.  
36A.—Quarry Bay Sugar Refinery.  
41.—Ray, E. C., Residence.  
61.—Rope Factory, West Point.  
62.—Sailors' Home, Praya West.  
49.—Shewan & Co., Praya Central.  
61.—Stevens, G. R., Office.  
62.—Do. do. Residence.  
56.—Victoria Hotel (Public Telephone).  
16.—Watson, A. S. & Co., Queen's Road.  
63.—Wickham, W. H., Residence.  
63.—Woo Kee & Co., Praya West.  
78.—Yuen Kue & Co., Residence.  
38.—Yuen Kue & Co., Bonham Strand.

In case of FIRE ring up No. 15. The Exchange is open day and night.

W. STUART HARRISON, Manager.

Local Delivery.

1. All correspondence posted before 5 on any week day for addresses in Victoria will be delivered the same day in Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 3 a.m. 10 a.m., noon, 2 p.m. & 4 p.m. 6 p.m. For suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mail.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., of all the same weight, to addresses in Hongkong, or the Port of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patents to the same places in the same way. Envelopes containing Patents may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Patent Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO REQUISITES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet or by the India Mail. Parcels sent by the India Mail will be delivered in London about eight days later than the London. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 25 cents per lb. and 20 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs duty. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles unacceptably sent from China which are liable to duty are Tea, Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

When registered parcels, addresses are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10% per lb., the Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post Office to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patents, per two ounces.

Newspapers over four ounces in weight are charged at double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except blank side Supplements of the same paper and the same date. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books, as for books.

Commercial Papers—signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied notes, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgment of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Office is 4 lbs. Parcels for such offices are limited to 5 ounces except to Austria, Belgium, Bulgaria, Congo Free State, Costa Rica, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Sicily, Luxembourg, Macedonia, Portugal, Roumania, Salvador, Servia, Spain, Switzerland, Tunis, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilized countries except Cape Colony.

Postage to the United Kingdom.

Letters, 7 cents per lb. 2 oz.  
Post Cards, 3 cents each.  
Registration, 7 cents.  
Books, Patents, &c. 2 cents per 2 oz.  
Comm. Papers, 2 cents per 2 oz.

Postage to Union Countries.

General Rates, by any route:—  
Letters, 10 cents per lb. 2 oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 10 cents each.  
Books, Patents, &c. 2 cents per 2 oz.  
Comm. Papers, 2 cents per 2 oz.

Postage to Non-Union Countries.

Cape Colony—Letters, 20; Registration, 10; Newspapers, 5; Books and Patents, 5 per 2 oz.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Corea, Japan, North Borneo, Siam, Straits Settlements, Ceylon, China, Tonkin, and the Philippines:—  
Letters per lb. 2 oz., 5 cents (1).  
Post Cards, each, 1 cent.  
Books and Patents, per 2 oz., 2 cents.  
Newspapers and Prices Current, each, 2 cents.  
Registration, 5 cents.

(c) Between Hongkong, Canton, and Macao 2 cents.

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3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the Post Office administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, hand-made bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the Contents of Registered covers which have reached their destination. Nor on account of any receipt for which the addressee has signed a receipt.

Misuse or Delayed Correspondence.

When correspondence has been misused or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover "Sent to me by Registered Mail," or, as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This should be acted on the first time of complaint; if it is a mistake to let such matters pass for fear of

giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Port of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unsealed, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 3 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, or he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893. 1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA.....6,000 Tons.....WEDNESDAY.....1st November.  
EMPEROR OF INDIA.....6,000 do.....WEDNESDAY.....23rd November.  
EMPEROR OF JAPAN.....6,000 do.....WEDNESDAY.....27th December.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

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Passengers booked to all the principal points in Canada and United States, and also throughout Great Britain and the Continent of Europe at current rates, with passenger's choice of Atlantic Line.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unexcelled.

The Steamers on this Line, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to D. E. BROWN, General Agent.